

Appendix G

Potential Cumulative Actions

Agency Name: National Park Service

Project Name: *Yosemite Valley Plan*

Description: The National Park Service is currently developing the *Yosemite Valley Plan/Supplemental Environmental Impact Statement* to implement the goals of the 1980 *General Management Plan* in Yosemite Valley. The *Yosemite Valley Plan* is designed to meet resource preservation and visitor experience goals in Yosemite Valley, including natural and cultural resource management and restoration, visitor services and recreational opportunities, transportation, and employee housing. The *Draft Yosemite Valley Plan/SEIS* was released for a 90-day public comment and review period on April 7, 2000.

The preferred alternative of the *Draft Yosemite Valley Plan/SEIS* would restore approximately 180 acres of Yosemite Valley to natural conditions. It would consolidate parking for day visitors at Yosemite Village, where a new Valley Visitor Center would be located, and in parking areas outside Yosemite Valley (at Badger Pass, El Portal, and South Landing). This alternative would result in a major reduction in vehicle travel in the eastern portion of Yosemite Valley during summer months. The area of the former Upper and Lower River Campgrounds would be restored to a mosaic of meadow, riparian, and oak woodland communities; roads would be removed from Ahwahnee and Stoneman Meadows; and parking would be removed from Curry Orchard. Northside Drive would be converted to a multi-use (bicycle and pedestrian) paved trail from El Capitan crossover to Yosemite Lodge. There would be minimal new development, including a traffic check station, west of Yosemite Lodge.

A summary of major changes in relation to existing conditions includes:

- Restore large tracts of meadow, riparian, and California black oak woodland communities along the river from Clark's Bridge downstream to Camp 6
- Remove roads through Stoneman and Ahwahnee Meadows (including the road through the former Upper and Lower River Campgrounds)
- Remove North Pines, Backpackers, and Yellow Pine Campgrounds; the former Group Camp, Upper River, Lower River, and a portion of Lower Pines Campgrounds; remove 212 units at Housekeeping Camp; remove Swinging Bridge Picnic Area
- Remove three historic bridges affecting natural flow of the Merced River: Sugar Pine, Stoneman, and Housekeeping
- Remove the historic Superintendent's House (Residence 1), concessioner stable, Cascades Diversion Dam, Cascades houses, NPS Operations Building (Fort Yosemite), NPS stable, and the concessioner administration building

- Remove most parking in east Valley other than at lodging, campgrounds, and the Yosemite Village area
- Prescribe a five-year visitor experience, resource protection, and facility capacity study to determine the optimum number of visitors that Yosemite Valley resources and facilities could accommodate while preserving park values
- Implement a contiguous River Protection Overlay as proposed in the *Draft Merced Wild and Scenic River Comprehensive Management Plan/EIS*
- Construct a visitor/transit center and day-visitor parking area for 550 vehicles at Yosemite Village
- Construct a vehicle bridge across Yosemite Creek near Yosemite Lodge and a replacement footbridge at Happy Isles near the Nature Center
- Construct a multi-lane traffic check station on Southside Drive near El Capitan crossover
- Construct lodging at Yosemite Lodge and Curry Village, and campsites east of Curry Village; at Camp 4 (Sunnyside); in the Upper Pines area; and along Tenaya Creek
- Construct employee housing at Curry Village, and in El Portal, Wawona, and Foresta
- Convert Southside Drive from El Capitan crossover to Curry Village to two-way traffic (road widened where necessary), and Northside Drive from El Capitan crossover to Yosemite Lodge from a vehicle road to a multi-use paved trail
- Improve the El Portal Road from the El Portal/Big Oak Flat Road intersection to Pohono Bridge
- Increase shuttle bus service to Bridalveil Fall and out-of-Valley parking areas

Agency Name: Counties—Mariposa, Merced, Mono; National Park Service; U.S. Forest Service; California Department of Transportation (Caltrans); U.S. Department of Transportation.

Project Name: **Yosemite Area Regional Transportation System (YARTS)**

Description: YARTS is a collaborative, inter-agency effort begun in 1992 to evaluate the feasibility of a regional transportation system and to identify the best options for initial implementation and upkeep of such a system. The YARTS Mission Statement is as follows:

“YARTS will provide a positive alternative choice for access to Yosemite National Park for visitors, employees and residents. YARTS service is not intended to replace auto-access or trans-Sierra travel, but is intended to provide a viable alternative that offers a positive experience, maximizing comfort and convenience for riders while guaranteeing access into the park.”

(Source: “Yosemite Area Regional Transportation Strategy,” February/March 1999, p. 4.)

YARTS has four primary objectives:

- Increase transportation options
- Reduce reliance on automobiles
- Support local economies
- Improve regional air quality

Design principles included in the “Planning Assumptions Document” recently passed by the YARTS Management Board members are the following:

- YARTS is designed as a voluntary service that uses incentives to attract riders.

- YARTS is not intended to replace auto access to Yosemite National Park. The YARTS design does not support a ban on auto access to the park.
- YARTS supports the use of alternative fuels and is committed to operating vehicles utilizing the cleanest possible fuel as soon as practical.
- YARTS service will be designed to offer a seamless service between the gateway communities and major destinations within Yosemite National Park. YARTS buses will stop at attractions throughout the park and Valley and will coordinate services with the park's internal shuttle bus operation.
- The initial YARTS service will be designed as a demonstration project. The purpose of the demonstration project will be to evaluate public reaction to taking the bus, the quality of the service provided, and the impacts of YARTS transit on local communities.

(Source: "Yosemite Area Regional Transportation Strategy," February/March 1999, p. 1.)

The target market for YARTS service includes those visitors staying overnight in the gateway communities and employees working at Yosemite National Park who live in the gateway communities. Decisions on the placement of bus stops and transfer facilities are local land use decisions which will be made by the County Board of Supervisors in gateway communities, and by the National Park Service for locations inside the park boundaries. Staging areas outside the park are a part of the region-wide shuttle bus system.

A demonstration service, expected to run two years, is being designed to test the YARTS concept. The implementation of the demonstration service, which was originally scheduled for the 1999 summer season, was delayed to May 2000. The scope for the demonstration service has been revised to focus entirely upon the short term.

One component of the YARTS effort to date includes recently-approved plans for bus stop improvements on the Highway 140 corridor. Eleven stops in each direction were approved, including stops in El Portal, Midpines, Mariposa, and Cathey's Valley.

Agency Name: National Park Service

Project Name: **Replacement/Rehabilitation of Yosemite Valley Sewer Line**

Description: Slip line sewer between Yosemite Lodge Lift Station and the El Capitan Wood Yard. Project also includes the selective replacement of manholes.

Agency Name: National Park Service

Project Name: **Yosemite View Parcel Land Exchange, El Portal**

Description: The park has been involved in land swap negotiations with Yosemite Motels, Inc., owners of a parcel of land adjacent to the park boundary. The parcel desired by the National Park Service would be exchanged for park land directly downstream of the Parkline development, between California Highway 140 and the Merced River, upstream of the confluence with Crane Creek. This parcel would accommodate a new entrance station complex and provide space for other needs. Exchanged park lands would be used by Yosemite Motels, Inc., for construction of motel units, parking lots, a public trail system, and nature/river interpretative study areas.

Agency Name: National Park Service

Project Name: **Merced River at Eagle Creek Ecological Restoration**

Description: The National Park Service proposes to mitigate human-caused impacts to the riverbank and floodplain at the confluence of Eagle Creek and the Merced River in Yosemite Valley. Actions proposed in the project include: remove an undetermined amount of abandoned park infrastructure including a sewer line and manhole; revegetate the damaged riverbank using brush-layering, seeding, and mulching techniques; construct split rail fencing to guide visitor activities to areas better able to withstand heavy use; and eliminate a road shoulder used for parking.

Agency Name: National Park Service

Project Name: **Yosemite Valley Shuttle Bus Stop Improvements**

Description: Prepare preliminary design plans, environmental compliance documents, construction drawings, and construct: a) six 10' x 80' concrete "braking" pads, and b) rehabilitate or replace 94,000 square feet of asphalt road approaches.

Agency Name: National Park Service

Project Name: **Resource Management Building**

Description: The National Park Service proposes to construct a two-story building of approximately 8,500 square feet adjacent to the existing maintenance/warehouse complex and to make improvements to a parking lot at Railroad Flat in the El Portal Administrative Site. The new building will house National Park Service resources management staff.

Agency Name: National Park Service

Project Name: **South Entrance/Mariposa Grove Site Planning**

Description: The National Park Service is considering alternatives for restoring giant sequoia habitat in the Lower Mariposa Grove of Giant Sequoias in Yosemite National Park by relocating the existing parking to the South Entrance area. It is expected that water drainage improvements will be made to the Mariposa Grove Road and that the existing water supply line would then be relocated into the road corridor. At South Entrance, the roadway would have minor realignments and the road would be repaved to address roadway safety problems. (Minor road realignment would require the relocation of the park entrance stations.) The visitor facilities located at the South Entrance area (such as visitor orientation/interpretation and restrooms) would be retained, improved or added.

Agency Name: National Park Service

Project Name: **Update to the Yosemite Fire Management Plan**

Description: The National Park Service is updating the 1990 *Yosemite Fire Management Plan*. The objectives associated with updating the Fire Management Plan are to improve ecosystem health, enhance public safety, and provide guidance to park operations for successfully integrating fire with other vegetation management principles. The plan will address prescribed fire, wildland fire and community fire protection services. It is also expected to address parkwide fire issues and consider effects to burn units, vegetation associations, air resources, watersheds, soils, cultural landscapes and other natural, cultural and social resource variables.

Agency Name: National Park Service

Project Name: **Update to the Yosemite Wilderness Management Plan**

Description: The National Park Service is updating the 1989 *Yosemite Wilderness Management Plan*. The objective associated with updating the plan is to provide guidance to park operations for successfully managing Yosemite's designated Wilderness, which comprises almost 95 percent of the park. The plan will address land management issues within the wilderness including visitor use, vegetation associations, air resources, noise issues, watersheds, soils, cultural landscapes, and other natural, cultural, and social resource variables. The update to the *Wilderness Management Plan* would address the use of the five High Sierra Camps in the Yosemite National Park.

Agency Name: National Park Service

Project Name: **Yosemite West Rezoning Application**

Description: The goal of this project is to provide a mixed-use development in Yosemite West that would complement the existing residential neighborhood and minimize work/home commute patterns inside the park for some employees.

Agency Name: National Park Service

Project Name: **Tuolumne Meadows Development Concept Plan, and Tuolumne River Wild and Scenic River Management Plan**

Description: The draft planning objectives of this document include the following:

Identify appropriate levels of development; assure that site layout, functional relationships, and circulation patterns will be designated in a manner with the least impact on resource values; identify sites to be restored to natural conditions; incorporate restoration actions to enhance these conditions and visitor experiences; produce a comprehensive design plan for National Park Service and concessionaire housing; and review and finalize classifications and boundaries, and establish Outstandingly Remarkable Values.

Agency Name: National Park Service

Project Name: **Tuolumne Meadows Water and Wastewater Improvements**

Description: An original objective was to halt surface water diversion from the seasonally unpredictable and unprotected Dana Fork, and develop a water supply from reliable and protected ground water sources. However, hydrogeological evaluations have found no aquifer capable of providing an adequate water supply. The park is steering toward using an “infiltration gallery” to collect water directly from the main Tuolumne River. The collection site would be placed under the Tioga Road Bridge that crosses the main stem of the Tuolumne River.

Proposed action includes the relocation of the treatment plant to the north side of the river, replacement of existing sewage ponds with covered tanks, and improvements to current infrastructure.

Agency Name: National Park Service

Project Name: **South Fork Merced River Bridges Replacement**

Description: There are presently two bridges on the South Fork. The existing South Fork Merced River Bridges will be replaced with a single-span structure.

Agency Name: National Park Service

Project Name: **White Wolf Water System Improvements**

Description: Design and construct upgrades to correct treatment process deficiency and capacity for the White Wolf water distribution, collection, and treatment facilities. Develop new underground state approved water source, construct new state approved treatment facility, replace approximately 9,200 linear feet of water supply and distribution piping. Sewage ponds will be replaced by leach fields, and facilities are to be removed from potential wilderness addition areas. Provide remote supervisory control and data acquisition of SCADA water treatment. Improve vehicular and pedestrian access to the water treatment facility in an attempt to minimize existing safety concerns. Improvements to these systems could enable the expansion of the campground as it is called for in the *General Management Plan*. Once the project is complete, emphasis will be focused on the restoration and revegetation of all disturbed areas.

Agency Name: National Park Service

Project Name: **Tamarack Campground Rehabilitation**

Description: This campground was identified as the highest priority for campground work based on severe resource impacts due to soil loss, erosion from failing roads, trails, social trails, and deteriorating campsites. Much of the eroded soil is being deposited in a fragile creek. Rehabilitation of the campground loop, relocation of 10 campsites off Tamarack Creek, revegetation of the streambank, and provision of additional campsites where possible with the camp boundaries are all activities that are planned as part of the project.

Agency Name: National Park Service

Project Name: **Bridalveil Horse Camp Rehabilitation**

Description: Similar to Tamarack Campground, this site was identified as a high priority for campground work in the park based on severe resource impacts due to soil loss, erosion from failing roads, stock trails, social trails, and deteriorating stock campsites. Planned work includes arresting potential water pollution from stock campsites and rehabilitation of the gravel campground loop road.

Agency Name: National Park Service

Project Name: **Yosemite Creek Campground Rehabilitation**

Description: This campground was identified as the second highest priority for campground work in the park based on severe resource impacts due to soil loss, erosion from failing roads, trails, social trails, and deteriorating campsites. Much of the eroded soil is being deposited in a fragile creek. Rehabilitation of the campground loop, relocation of eight campsites off Yosemite Creek, revegetation of the stream bank, and the addition of campsites where possible within the campground boundaries are all planned project activities.

Agency Name: National Park Service

Project Name: **Hodgdon Meadow Campground Rehabilitation**

Description: This project was identified as a priority for campground infrastructure improvement to mitigate impacts to resources.

Agency Name: National Park Service

Project Name: **Hodgdon Meadow Water and Wastewater Treatment Improvements**

Description: Hodgdon Meadow is located at an elevation of 4,575 feet. During peak summer usage, water and wastewater must be provided for 70 residents, up to 440 campers (130 campsites with two restrooms), and up to 5,000 visitors per day who use the Big Oak Flat Entrance Station facilities. Improvements are required in order to meet state and federal regulations regarding public health and safety and to protect the natural environment.

Improvements to the water system will include: providing an additional water source; improving disinfection; increasing water storage capacity; improving water system controls; replacing asbestos cement pipe; equalizing system pressure; and constructing a dedicated line from treatment to storage. Improvements to the wastewater system will include: improving solids handling and effluent quality; improving the disinfection system; constructing primary and secondary treatment facilities; improving the sprayfield; replacing the leachfield; and replacing the septic tank.

Agency: National Park Service

Project Name: **Wilderness Boundary Protection Land Exchange, Seventh Day Adventist Camp, Wawona**

Description: The Seventh Day Adventist recreational camp is located in Wawona on privately owned land inside the boundaries of Yosemite National Park. The privately owned land occupied by the camp nearly abuts portions of Yosemite's designated Wilderness. To protect designated Wilderness, this project would exchange lands between the National Park Service and the Seventh Day Adventist Camp.

Agency: National Park Service

Project Name: **Wawona Campground Improvement**

Description: As specified by the Yosemite National Park 1980 General Management Plan, this project would rehabilitate the existing campground and construct an additional campground in Section 35.

Agency: Mariposa County

Project Name: **Mariposa County General Plan Update**

Description: The Mariposa County General Plan update process is scheduled to begin in 2000. The plan provides general guidance for land use, zoning, and development throughout Mariposa County.

Agency Name: Mariposa County

Project Name: **Hazel Green Ranch**

Description: Hazel Green Ranch is a privately owned piece of land abutting the western boundary of the park. The owner of Hazel Green Ranch has proposed to develop an ecotourism project including approximately 250 guest rooms as single, double, and quad hard-sided cabins as well as 50 summer tent cabins. Food service, merchandise sales, and a University of California research station are also under consideration. Meadow preservation would be a focus for the property. Circulation and access in the resort area would be designed to emphasize a pedestrian environment with raised walkway providing much of the circulation. Facilities and activities would be provided for year-round recreation. Parking would be provided along the perimeter of the resort.

Because of the potential development of a 200-meter public access road across park lands to a transit center, parking area, and visitor contact station located on the Hazel Green Ranch, the National Park Service is concerned about the potential for uncontrolled growth on this property and along the park boundary. To remedy these concerns, the landowner has agreed to put a deed restriction on the Hazel Green property, limiting development to 300 lodging units should the road, parking, and transit elements of the project move forward.

Agency Name: Hetch Hetchy Water and Power, City and County of San Francisco

Project Name: **Cherry Fuse Gate**

Description: The storage capacity of the reservoir will be increased by installing fused (removable plug) gates that will raise the spillway elevation by 6.5 feet.

Agency Name: Hetch Hetchy Water and Power, City and County of San Francisco

Project Name: **O'Shaughnessy Compound Water System Improvements**

Description: The O'Shaughnessy Dam/Hetch Hetchy Reservoir is located in the northwestern portion of Yosemite National Park. The purpose of this project is to repair and replace the piping and appurtenances of the domestic water system for the O'Shaughnessy Dam Compound. During construction there will be reduced access to some portions of the compound and visitor facilities. Excavation and other construction activities may uncover artifacts from the O'Shaughnessy Dam construction period (1915–1938). There could be possible impacts to species of interest not yet identified.

Agency Name: Hetch Hetchy Water and Power, City and County of San Francisco

Project Name: **O'Shaughnessy Dam Well**

Description: The dam outlet facilities will be modified to allow outlets to be used at more than one elevation for diverting water to the Canyon Tunnel. The feasibility of alternative conceptual designs are currently being evaluated.

Agency Name: Madera County

Project Name: **Highway 41 Extension**

Description: Highway 41 is a two-lane Highway extending in a north/south direction through eastern Madera County from the Fresno County Line to the Mariposa County Line. It provides access to Yosemite National Park and the recreational areas of the east county.

The Madera County Area Regional Transportation Plan dated November 1994, lists the following planned improvements for Highway 41:

<u>Location</u>	<u>Short-Range 1992-1999</u>	<u>Long-Range 2000-2014</u>
1. Fresno County Line to Ave 11	2 Ln Hwy to 4 Ln Fwy	4 Ln Fwy to 6 Ln Fwy
2. Ave 11 to Ave 12		2 Ln Hwy to 4 Ln Fwy
3. Ave 11 to SR 15		2 Ln Hwy to 4 Ln Arterial
4. Ave 15 to 145	Oper. Improv./Pass lanes	Oper. Improv./Pass lanes
5. At Road 417 intersection		Construct Turn Lanes
6. Coarsegold Cr Bridge to Marava	Safety Improvements	
7. Fresno River to Road 200		4 Ln Arterial & Channelization
8. Ranger Station to Cedar Valley Rd.	Resurfacing	

The first two projects are located immediately outside of Fresno, California, approximately 50 miles away from Yosemite National Park. Projects are listed from south to north, with the top of the list being the Fresno County line, approximately 50 miles south of Yosemite, and the bottom of the list being approximately 8-10 miles from Yosemite.

The “Fresno County Line to Avenue 11” and the “Avenue 11 to Avenue 12” improvements are the most likely to happen in the near future. The others, with the exception of resurfacing work for the “Ranger Station to Cedar Valley Road,” which has already been completed, probably will not occur until at least 2015. The “Coarsegold Creek Bridge to Marava” project involves very minor safety improvements.

Highway 41 improvements are expected to relieve existing congestion problems, but it is not anticipated that they will affect traffic counts near the park. According to the Madera County Transportation Commission, Highway 41 traffic counts are 30,000 trips per day at the county line and 3,000 trips per day at the Yosemite National Park gate.

Agency Name: Madera County

Project Name: **Rio Mesa Area Plan**

Description: This area plan encompasses approximately 15,000 acres on the east side of Highway 41, between the San Joaquin River and Highway 145. Construction of approximately 29,000 dwelling units is expected over 100 years. The elevation of the project area is almost all valley flat land, at approximately 500 feet and lower. This project has an approved area plan, which at this stage is conceptual. The next step would require the property owners to work together to develop sub-area plans. No estimates can be made at this time regarding the number of units to be constructed in the next 15-20 years. Several different property owners are involved in this project and a timeline for progression to the next tier of planning is difficult to estimate.

Agency Name: National Park Service

Project Name: **El Portal Road Improvement Project**

Description: This federal jurisdiction transportation project, which is entirely within the National Park Service’s jurisdiction, involves road improvements to the 7.5 miles of El Portal Road from the Yosemite National Park boundary in El Portal to the Cascades Diversion Dam near the intersection of the El Portal Road and Big Oak Flat Road. The project will improve access to Yosemite Valley and reduce safety concerns. The El Portal Road is a primary route for visitors accessing Yosemite Valley, and is the shortest all-weather route to the Valley. It also serves as the primary commuting route for park employees living in El Portal, Midpines, and Mariposa.

Agency Name: Mariposa County

Project Name: **Road Realignment and Bridge Replacement of Highway 49 and Old Highway**

Description: The current intersection south of the community of Mariposa would be relocated closer to Mariposa, with other lane and bridge improvements included. The purpose of the project is to eliminate safety concerns. Construction activities are scheduled to begin in the year 2003 and

are expected to extend into multiple planning cycles due to the relatively high cost and the timing of various project components.

Agency Name: Mariposa County

Project Name: **Yosemite Motels, El Portal**

Description: This project site is located along the north and south side of Highway 140 at the existing Yosemite View Lodge development, within the El Portal Town Planning Area. Application has been made to construct a 78-unit motel and a multi-purpose chapel/recreation building. Proposed access to the 78-unit motel and multi-purpose chapel/recreation building would be from the north side of Highway 140. Permitting is also requested for the construction of a 63-unit, 3-story motel building and accompanying parking near the existing Yosemite View Lodge. Access to this 63-unit building would be from the south side of Highway 140.

Agency Name: Mariposa County

Project Name: **Expansion of Mariposa County Transit System**

Description: Mariposa County plans to use federal funds matched with the local Transportation Fund dollars for bus purchases to meet the needs of the Mariposa County Transit System. Plans are to purchase four new buses which will be used to replace existing buses. Also as part of this project, service has been expanded from Coulterville and Greeley Hill to Mariposa, adding one trip per week. County transit system service will be merged with YARTS when YARTS is implemented.

Agency Name: Mariposa County

Project Name: **Mariposa Creek Pedestrian/Bike Path**

Description: This bike/pedestrian trail will eventually traverse the town of Mariposa from Highway 49 on the north, to the fairgrounds, two miles south of the Highway 140/49 intersection, for a final length of 3.5 miles. The bike/pedestrian path will eventually add other routes as well and could serve local commuters when complete. Currently, the county is beginning construction on phase two, which is three blocks long and located in the center of the town of Mariposa. Estimated completion time is approximately 10 years, depending on funding availability.

Agency Name: Mariposa County

Project Name: **Silvertip Resort Village Project**

Description: Located within the community of Fish Camp in southern Mariposa County, the proposed uses for the project include a 137-room hotel, 40 cabins, conference facilities, an exterior swimming pool, 3 decorative ponds, an on-site wastewater disposal system, 359 parking spaces, and roadway, pathway, and utility line extensions.

Agency Name: Merced County

Project Name: **University of California, Merced Campus**

Description: A development concept is underway for a 10,300-acre new University Community which would include 8,100 acres owned by trusts, 200 acres owned by the County of Merced, and 2,000 acres that would be donated by a trust. The new development will be located north and east of Lake Yosemite, just outside of Merced, California. Currently, 150 acres are, and would remain, a golf course; the remaining acreage is currently undeveloped. At buildout, the new community is expected to encompass 5,000 developed acres, with 31,500 residents plus 31,600 students, faculty and staff, for a total population of 63,100. The development will consist of 12,000 housing units, 825,000 square feet of commercial property and a 2,750,000-square-foot business/employment center. This project is expected to bring significant urban development and growth to the northern portion of Merced County.

The Merced campus is scheduled to open in fall 2005 and site construction is expected to begin in the summer of 2001. This development is located approximately 40 miles from Yosemite, it requires approximately two hours of driving time on Highway 140 to reach the park. The site is at the base of the rolling foothills of the Sierra Nevada Mountains and is primarily grazing land and non-native grasslands, with some wetlands.

Agency Name: City of Merced

Project Name: **Buildout of City of Merced, General Plan**

Description: By the year 2015, the City of Merced is expected to increase from its 1999 population of 62,000 to 133,000. The city's growth area was expanded from 16,000 acres to 20,500 acres in 1997 to accommodate that expected growth with the adoption of the city's new General Plan.

Agency Name: California Department of Transportation and Amtrak

Project Name: **San Joaquin Corridor Rail Projects**

Description: New stations planned for the San Joaquin Corridor:

Merced – 1 year to 18 months

Fresno – unknown time frame

Modesto – by Dec. 1, 1999

Bakersfield – unknown time frame

The Modesto station is being built north of Highway 132 for the Burlington Northern/Santa Fe rail line that serves the San Joaquin Valley. The rail line runs from Kern County in the south to Sacramento in the north and provides service to local ridership as well as to tourists and visitors. This line serves the eastern part of the San Joaquin Valley.

Currently there are five round trips per day in this corridor: four from the Bay Area to Bakersfield and back and one from Sacramento to Bakersfield and back. The addition of another round trip from Sacramento to Bakersfield is anticipated within one month. Last year, 700,000 Amtrak passengers traveled the San Joaquin corridor. In addition, two-thirds of those 700,000 also boarded buses chartered by Amtrak. At the Bakersfield station, there are eight bus routes to take

Amtrak passengers (who need an Amtrak ticket in order to ride the buses) to various destinations beyond the station.

A rail corridor improvement project is underway to upgrade track, signalization, etc., along the Union Pacific corridor from Sacramento to Stockton. Another project is planned for improvements to the Burlington Northern corridor between Stockton and Bakersfield. These improvements will decrease the running time and increase ridership.

The San Joaquin corridor is the fourth most popular corridor in the country in terms of ridership.

Agency Name: Mono County

Project Name: **Double Eagle Resort, June Lake,**

Description: Approved plans for this project include an 11,000-square-foot resort/spa development, a 2,960-square-foot restaurant, a 2,520-square-foot conference facility, and 22 rental cabins with a 4,000-square-foot recreation building. The restaurant, spa, and 14 of the cabins are currently, or will be, complete in the summer of 1999. The other eight cabins are scheduled for construction during the summer of 1999, while other facilities are still in the planning phase. This project is currently in the construction phase.

Agency Name: Mono County

Project Name: **Tioga Inn, Lee Vining**

Description: Plans have been approved for this 120-room hotel at Highways 395 and 120. The hotel will also have 10 residential housing units, banquet facilities, a coffee shop, a restaurant, and a gas station. Construction is estimated to begin in the year 2001 or 2002. This project is currently in the construction phase.

Agency Name: Mono County

Project Name: **June Lake Highlands**

Description: Approved plans for Phase I of this project include 113 condominium units and 35 single-family residential lots. Lots are expected to become available for sale in the year 2000, and construction of the condominium units may occur in two or three years. This project is currently in the planning (Environmental Impact Report) stage.

Agency Name: Tuolumne County

Project Name: **Evergreen Lodge Expansion**

Description: The Evergreen Lodge is located on Evergreen Road just south of Camp Mather, approximately 7.5 miles from Highway 120. Expansion plans are being considered to increase the size of the Lodge from 21 guest units to 109 guest units with associated amenities. It is anticipated that construction will not be completed until 2001 or 2002.

Agency Name: Tuolumne County, Yosemite National Park, Stanislaus National Forest, Federal State Route (Highway) Administration, City and County of San Francisco, National Park Service, Caltrans

Project Name: **Evergreen Road Improvements**

Description: Discussions have been held regarding the improvement of Evergreen Road through the Forest Highway program. Evergreen Road provides access to Camp Mather and the Hetch Hetchy area from Highway 120 near the Big Oak Flat Entrance Station to Yosemite. The project would improve Evergreen Road and possibly reroute it east of Camp Mather to Hetch Hetchy Road. No action has been taken on this project since discussions were held in October of 1998 and the project appears to be on hold.

Agency Name: Tuolumne County

Project Name: **Hardin Flat Lodging and Conference Facility**

Description: Plans are being reviewed for approximately 144 guest units and conference facilities on approximately 18 acres near the intersection of Hardin Flat Road and Highway 120, approximately one mile west of the Big Oak Flat Entrance Station. The Rush Creek Lodge currently exists on this site. Construction is expected to be completed in 2001 or 2002.

Agency Name: Tuolumne County

Project Name: **Motel and Restaurant, Second Garrotte Basin**

Description: This proposed project provides for the construction of a 112-room motel and restaurant in the Second Garrotte Basin, approximately 2 miles east of the community of Groveland.

Agency Name: Tuolumne County

Project Name: **Rogge-Ackerson Fire Reforestation**

Description: The Forest Service will reforest 4,500 acres of the Rogge-Ackerson fires. Reforestation activities may include burning, slash piling, deep tilling, shredding, and application of herbicides. The decision notice and FONSI was signed in March 1999.

Agency Name: U.S. Forest Service and Bureau of Land Management

Project Name: **South Fork and Merced Wild and Scenic River Implementation Plan**

Description: The U.S. Forest Service and the Bureau of Land Management developed a joint South Fork and Merced Wild and Scenic River Implementation Plan in 1991 for the segments of the main stem and South Fork of the Merced River that are under the jurisdiction of these agencies. The segments include a 15-mile portion of the main stem extending from the El Portal Administrative Site to a point 300 feet upstream of the confluence with Bear Creek, a 21-mile segment of the South Fork from the park boundary to the confluence of the Merced River, and a

3-mile segment of the South Fork just upstream of Wawona, where the National Park Service has jurisdiction over the north side of the river and the U.S. Forest Service has jurisdiction over the south side. The plan calls for the long term protection of natural and cultural resources, and managing the area for the use and enjoyment of visitors in a way that will leave the resource unimpaired for future use and enjoyment as a natural setting.

Agency Name: U.S. Forest Service Pacific Southwest Region (PSW)

Project Name: **Sierra Nevada Framework for Conservation and Collaboration**

Description: *The following information was copied directly from the Sierra Nevada Framework web page @ www.r5.fs.fed.us/scnf.*

In 1992, the U.S. Forest Service Pacific Southwest Region (PSW) initiated a Sierra Nevada-wide planning effort in response to a 1991 technical report on the declining status of the California spotted owl. Interim guidelines for protecting owl habitat were adopted in January 1993. The Forest Service subsequently began developing a long-term management plan for owl habitat and other issues. A draft environmental impact statement (EIS) for this work was released in 1995. A revised draft EIS was scheduled for release in 1996. However, release of new scientific information in the Sierra Nevada Ecosystem Project (SNEP) report influenced the withdrawal of the revised draft EIS. The Secretary of Agriculture empanelled a Federal Advisory Committee (FAC) to review and advise on the EIS and SNEP report. The committee concluded that the revised draft EIS was inadequate in its current form as either an owl or ecosystem management planning document. The FAC report offered recommendations for addressing inconsistencies with new scientific information, identified shortcomings in some key elements of the analysis process, and stressed the need for more collaborative planning.

In January 1998, in response to the FAC report and other information, the Forest Service and the PSW Research Station initiated a collaborative effort to incorporate new information into management of Sierra Nevada National Forests. This effort, known as the Sierra Nevada Framework for Conservation and Collaboration, incorporates the latest scientific information into national forest management through broad public and intergovernmental participation in natural resource planning. The framework includes the Sequoia, Sierra, Stanislaus, Eldorado, Inyo, Tahoe, Plumas, Lassen and Modoc National Forests, and the Lake Tahoe Basin Management Unit. In addition, Region 5 (PSW) is working with personnel from the Humboldt-Toiyabe National Forest in Region 4 to ensure coordination and compatibility of management across administrative boundaries.

The amendment effort is focused on five problem areas: old forest ecosystems; riparian, aquatic, and meadow ecosystems; fire and fuels; noxious weeds; and lower westside hardwood forests.

Alternative 1 is the No Action Alternative that allows current forest management patterns to continue. Alternatives 2 through 8 address the five problem areas in the following manner:

- Protect and increase old forests;
- Protect and restore healthy streams and stream sides;
- Increase consistency in fuels treatments;
- Reduce the spread of noxious weeds; and
- Protect and rehabilitate lower westside hardwood ecosystems.

The action alternatives are also similar in that they incorporate adaptive monitoring and feedback to improve management; they employ ecosystem assessment; and they require increased coordination and cooperation with tribes, local government, agencies, and the public. Alternatives 2 through 8 differ in emphasis, in the amount of land in designated areas (land allocations), in the amount of management activity that occurs, and in the flexibility for local adjustments.

The emphasis of each alternative is as follows. For more specific actions, see the summary of alternatives at the web address provided above.

- Alternative 2 – PROTECTION RESERVES: Biodiversity and ecological reserves; large acreage in designated areas; limited management activity; and limited flexibility for local adjustment.
- Alternative 3 – RESTORATION: Management Emphasis Areas; moderate acreage in designated areas; moderate amount of management activity; and limited flexibility for local adjustments.
- Alternative 4 – RESILIENCE AND SUSTAINABILITY: resilient ecosystems and sustainable outputs; small acreage in designated areas; active management; and local flexibility.
- Alternative 5 – PROTECTION AND RESTORATION: Emphasize ecological values; moderate acreage in designated areas; limited activity in un-roaded and more activity outside un-roaded; and limited flexibility for local adjustment.
- Alternative 6 – NOT BEING DEVELOPED: Called for extensive use of prescribed fire that would violate air quality standards. It would be unlikely that it would be sufficiently funded.
- Alternative 7 – WHOLE FOREST: Landscape diversity; small acreage in designated areas; active management on much of landscape; and high degree of flexibility to adjust management to respond to local conditions.

Agency Name: U.S. Forest Service, Stanislaus National Forest, Groveland Ranger District

Project Name: **Orange Crush Fuels Treatment Projects**

Description: Mariposa County; T1S, R19E, Sec. 27, 28, 29, 32, 33 & 34. This project proposes to add 290 acres of prescribed burning of natural fuels outside the timber sale area for the Orange Crush Timber Sale (Crush Multi-Product Environmental Assessment-GO99212) and modify the original prescribed burning prescriptions. The total area to be treated with prescribed fire would be 1,018 acres.

Agency Name: U.S. Forest Service, Stanislaus National Forest

Project Name: **A-Rock Reforestation**

Description: Mariposa County; T2S, R19-20E and T3S, R19-20E. The Forest Service will reforest 5,000 acres within the A-Rock Fire. Reforestation activities may include burning, mechanical, and ground and aerial application of herbicides. The decision notice and FONSI were signed in March 1999.

Agency Name: U.S. Forest Service, Stanislaus National Forest

Project Name: ***Fire Management Action Plan for Wilderness***

Description: This is a forest-wide action to incorporate the recently approved Federal Wildland Fire Policy that involves changes in terminology, funding sources, and management of wildland fires. A site-specific environmental analysis is in progress. The fire policy in wilderness allows naturally-ignited fires to burn across boundaries (between U.S. Forest Service and National Park Service, for example) as long as the fire stays within certain prescribed conditions. As the fire burns, it is monitored and evaluated to ensure that it stays within these conditions.

Agency Name: U.S. Forest Service, Stanislaus National Forest, Summit Ranger District

Project Name: **Pinecrest Basin Forest Plan Amendment**

Description: U.S. Forest Service is evaluating how to manage the current recreation use that is occurring along the Highway 108 corridor (north of the park), particularly in the Pinecrest Lake area. There are 300 cabin permittees in the lake area in addition to numerous campgrounds. The recreation use is excessive and means to manage impacts are being explored. This project is early in the planning process.

Agency Name: U.S. Forest Service, Inyo National Forest

Project Name: **Management Direction for the John Muir, Ansel Adams and Dinkey Lakes, and Monarch Wildernesses**

Description: The Forest Service plans to prepare a Forest Plan amendment for wilderness direction for four designated Wilderness areas in Fresno, Inyo, Madera, and Mono Counties. The original plan began in 1991 and was released in 1997, followed by a one-year comment period. The U.S. Forest Service received over 2,000 comments. The biggest issues were the lack of sufficient data to support the decisions made by the document and commercial uses in the distant area areas. As a result, they are scoping the project again and revising all the alternatives.

One of the issues related to commercial use involves commercial outfitters. There are outfitters that begin their trips in these wilderness areas and then move into Yosemite National Park. Outfitter operations in Yosemite Valley could be affected by changes in wilderness operations.

Agency Name: Bureau of Land Management

Project Name: **Merced River Canyon Trail Acquisition**

Description: A trail for walking and mountain biking runs intermittently from approximately El Portal to Lake McClure along the old railroad bed adjacent to the Merced River. The trail was heavily damaged in the flood of 1997 and is being reconstructed as money becomes available. Private inholdings occur throughout the trail's length, disrupting the continuity of the trail. The BLM is trying to negotiate land exchanges to acquire some of this private land for the trail to create a trail that would run continuously along the canyon from Bagby to Yosemite National Park.

Agency Name: National Park Service and Yosemite National Institutes

Project Name: **Crane Flat Campus Redevelopment**

Description: Yosemite National Institutes is proposing the redevelopment of its educational facility at Crane Flat in Yosemite National Park. The project would expand the existing facility from approximately 15,000-20,000 square feet of dormitory and classroom space (able to accommodate up to 76 students and 3 faculty members), to a facility of approximately 45,000 square feet (able to accommodate up to 240 students and 6 faculty members). The proposed plan would incorporate a Living Machine® wastewater treatment system (with a design capacity of 11,000 gallons per day) that would utilize accelerated natural processes to treat effluent.